

# Energy Efficiency through Transportation Planning Grant Application Form

**Complete one set of the evaluation questions and the work plan forms for each proposed activity. Only one budget form is required for the entire application. Points will be awarded as indicated on the application form. See the application guidelines for more detailed information.**

## 1. ACTIVITY DESCRIPTION

**Activity Title:** Seattle Center City Bicycle Facilities Assessment and Planning Program

**Activity Description:** In no more than 200 words, describe the activity, including the goals and a brief description of the work plan.

Consistent with the City's Comprehensive Plan is an intent to develop a bike commuter program with a distinctly Center City focus. Developing an effective bike program to support a high bike mode split in the Center City requires an assessment of destination facilities (racks and showers), understanding cyclists' barriers to commuting, and planning for the subsequent levels of future investment in destination facilities or in education and encouragement programs.

Private sector facility investment is a key strategy in delivering the full range of services needed to attract more bike commuters and leverages City investment in on-street bike facilities. Since 2006, the City has added 92 miles of bicycle paths and plans to add 450 miles by 2020, including major bikeway corridors in the City's downtown core. City-provided facilities are already inventoried. This program seeks to understand the existing level of private sector facilities which will result in a complete (private/public) data set for analysis.

EETP funds would be used to complete (1) an inventory of bike facilities (racks, storage, showers etc.) in downtown; (2) an issue assessment; (3) a gap assessment report; and (4) develop a three-year bike outreach program based on the facilities and issues assessment.

## 2. APPLICANT INFORMATION

**Applicant Organization:** The City of Seattle Department of Transportation

**Contact:** Amy Patton

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### 3. EVALUATION QUESTIONS

Provide 1-3 paragraph answers for the following questions. Where needed, attach additional information. The maximum number of points is indicated at the end of each question.

- 1. Please provide a general projection of the vehicle miles traveled or greenhouse gas emission reductions which will be achieved during the project period of Feb 1, 2010 through April 30, 2012. Please provide a brief description of how you arrived at an estimate. (5 points)**

While this proposal would not generate measurable reductions during the project period, it would complete the planning process for facilities investments for which long-term reductions would accrue. Seattle is committed to greenhouse gas emission (GHG) reductions through promoting attractive transportation choices such as bicycling. This is evidenced by adoption and implementation of a Bicycle Master Plan. SDOT's 2009 Downtown Bicycle Survey indicates a 15% increase in bike ridership since completion of the Bicycle Master Plan in 2007. A similar increase in bike commuting over the next two years as a result of SDOT's efforts to implement the Bicycle Master Plan would result in about 35,000 fewer vehicle trips, about 200,000 fewer vehicle miles travelled (VMT), almost 4.5 million fewer gallons of gasoline consumed and about 43,000 tons fewer GHG emissions.

- 2. Please describe how this project will provide energy savings in the transportation sector over the long term. Please include an estimate of the impact of your project over a 10-year period on vehicle miles traveled or greenhouse gas emissions. (10 points)**

The proposal will contribute to long term energy savings by identifying gaps in facilities and services that commuters say are barriers in their choice not to use bicycles for commuting purposes. It is one of many actions the City of Seattle is taking to implement the Seattle Bicycle Master Plan. SDOT's commute trip reduction (CTR) surveys of affected employers and recent 2009 Downtown Bicycle Counts are used to develop the estimate.

#### **Mode Shift and Air Quality Calculations**

See attached table for calculations

#### **Step #1: Estimate 2007 Bike Commuters**

Data collected from CTR surveys of commuters into Seattle's Central Business district found that 1.2% CTR-affected commuters **bicycle to work each day, 720 commuters in 2007**. Applying this same rate to the commuting population in "non-inventoried" buildings results in an estimate of 360 commuters biking to work in 2007.

#### **Step #2. Use 2009 Bike Survey Data to estimate 2009 number of bike commuters.**

SDOT's 2009 Downtown Seattle Bike Counts resulted in a 15% increase in bicycle usage over a similar count in 2007 resulting in 1,242 daily bike commuters. This is felt to be the result of significant improvements in bicycle facilities throughout Seattle, funded by Bridging the Gap, and increased education and outreach efforts regarding bicycling and its health and environmental benefits.

#### **Step #3: Develop Estimates of New Bike Commuters for 2010 to 2019**

SDOT has developed an estimated range of new bike commuters between 2010 and 2019. The "Low" range uses the results of the 2009 Downtown Seattle Bicycle Counts, annualized over 10 years. The "High" range is based on Seattle's 10-year goal of tripling bicycle usage due to implementing the Bicycle Master Plan.

Based on these factors, Seattle estimates between 1.2 and 5.1 million new bicycle trips in Downtown between 2010 and 2019. Assuming ½ of these trips are eliminating auto trips, this results in a reduction of 0.6 to 2.5 million single occupancy vehicle (SOV) trips.

#### **Step 5: Avoided CO2 and pollutant emissions.**

Emissions of hydrocarbons (HC), carbon monoxide (CO), and nitrogen oxides (NOx) were calculated the same way. Grams of emissions per mile are listed below. Source: EPA's Mobile 5.0 model.

19.4	lbs per gallon of gasoline	CO2 emissions
5	grams per gallon of gasoline	Hydrocarbon emissions
42.48	grams per gallon of gasoline	Carbon monoxide emissions

Applying the conversion factors from the table suggests that each year we could avoid: between 793,000 and 3.2 million tons of CO2, 400,000 to 1.6 million kilograms of hydrocarbons and 3.4 to 13.9 million kilograms of carbon monoxide.

**3. Describe how your project improves coordination of energy-related policies and programs to maximize long-term impacts. Also, please provide a brief list of environmental, economic, health, or other benefits associated with your project over the long term. (10 points)**

The project supports a planning process that will identify needed private sector infrastructure improvements to bike commuter facilities (racks, storage, showers, etc.). People walking to work can also use many of these facilities. This will have long-term energy, environmental, economic and health benefits by encouraging increased biking, walking and transit usage.

Seattle's Comprehensive Plan includes policies that call for Seattle to reduce greenhouse gas emissions and reduce energy usage. The policies recognize that meeting these targets will require political consensus and technology innovation. Without such consensus and innovation, there is a risk that the City may not continue to make necessary progress in meeting these goals. Seattle has formed the Seattle Climate Partnership, which includes public and private agencies working to develop and implement programs to maximize long-term environmental, health and energy benefits.

This project will be conducted by SDOT in partnership with Commute Seattle, an arm of the Downtown Transportation Alliance (DTA). DTA was formed to coordinate transportation policies and programs being carried out by the City of Seattle, King County and the Downtown Seattle Association, which is downtown Seattle's business association. All three agencies provide funding for the DTA. DTA has set a goal of increasing the non-drive alone mode share in downtown Seattle 6 percentage points by 2015.

This project will allow Commute Seattle and SDOT to create a complete inventory of both public and private facilities for bicycle commuting in Seattle's Center City. The project will also assess issues people have that inhibit bike commuting and perform a gap analysis. This data will allow Seattle to create a plan for increasing bicycle commuting, providing necessary facilities and a three-year outreach plan. The project represents a model for coordination between private and public entities.

This project will create long-term environmental, economic, health, and transportation benefits by:

- 1) Encouraging bicycle commuting
- 2) Improving coordination between public and private transportation agencies
- 3) Improving the efficiency and effectiveness of capital investments in bicycle facilities
- 4) Reducing energy usage

**4. How many jobs will be directly created or retained by the activity? This will be based on the total amount of funds for the activity, including funds from other sources. (10 points)**

This program will result in the creation of three staff positions over the course of the study. One full-time program coordinator will be hired to handle program planning, delivery, and reporting, and two temporary positions will be created to staff a downtown bike parking survey conducted in the summer of 2010.

Developing a bike commuter program for downtown is an element of Commute Seattle's strategic plan, so an emphasis would be placed on the continuation of this program and its staff.

The Downtown Transportation Alliance (DTA) via Commute Seattle will utilize City funding to match EETP funds by resourcing positions to support the work of this grant funded program. Commute Seattle is currently funded at \$300,000/year to support transportation demand management (TDM) and commuter services programming. The \$300,000/year is a collaboration of funds at \$100,000 each from the City of Seattle, King County and the Downtown Seattle Association (DSA). Of the City's \$100,000 contribution, \$64,000 will be used to match the EETP grant.

**5. Please include (if small) or attach (if a longer list) specific goals, policies, or actions from your comprehensive plan that would be implemented by the project, or include other policy or plans that demonstrate local commitment to the project. If your project is a part of a regional strategy, include regional goals, policies, or strategies that your project implements. (20 points)**

This grant will implement a number of policies in various Seattle and regional plans including:

**Seattle Comprehensive Plan** (adopted by Seattle City Council in 1994): This project is consistent with numerous provisions in this plan. Specific citations include:

L2-Promote conditions that support healthy neighborhoods throughout the city, including those conducive to helping urban village, mixed-use communities thrive (p. LU-6).

T11-Provide adequate transportation facilities and services to promote and accommodate growth and change in urban centers, urban villages, and manufacturing/industrial centers. Seek to provide transit, walking and bicycling services and improvements to enable urban centers and urban villages to reach growth targets in a way that minimizes single-occupant vehicle travel (p. T-7).

T45-Remove barriers to, and create incentives for, walking and bicycling for commuting, errands, other short trips, and recreation (p. T-22).

**Transportation Strategic Plan:** Originally adopted by Seattle City Council and signed by the Mayor in November 1998, and then updated and readopted on August 15, 2005 (Resolution 30790):

Policy T11, "...designate an on-street bicycle network that connects neighborhoods and serves intermodal connections..."; Section A-10, which describes bicycle programs and plans; and Table TA-18 which displays facilities developed to date (2004).

**Seattle Bicycle Master Plan:** Adopted by the Seattle City Council on November 5, 2007 (Resolution 31024). Two public meetings were held prior to adoption of the plan. Specific citations include:

**Bike Master Plan Chapter 4.**

Objective 2: Provide supporting facilities to make bicycle transportation more convenient.

Objective 3: Identify partners to provide bicycle education, enforcement, and encouragement programs. As The Bicycle Facility Network is built and more people are encouraged to ride, new programs will be needed to educate bicyclists and motorists about how to co-exist safely in the roadway environment. Partnerships will be needed between SDOT, the Seattle Police Department (SPD), the Seattle Bicycle Advisory Board (SBAB), the Bicycle Alliance of Washington (BAW), and Cascade Bicycle Club (CBC) in order to accomplish this.

Chapter 4 describes the actions that will be necessary to improve support facilities to make bicycling efficient and convenient to all Seattle residents. In order for bicycling to be a fully viable form of transportation in Seattle, other programs and facilities are needed to complement the Bicycle Facility Network. This includes integrated bicycle and transit services, adequate bicycle parking at all destinations,

showers at employment centers, convenient repair services, and coordination with a variety of other essential components of a multi-modal transportation system.

## **Bike Master Plan Chapter 5**

### **Action 3.8: Promote bicycling as an alternative to driving alone through Transportation Demand Management (TDM) Programs:**

- Bicycling should continue to be promoted as a non-polluting, healthy form of transportation through Transportation Demand Management (TDM) programs, such as Commute Trip Reduction programs, the SDOT Way To Go Program, and the Healthy Streets Initiative. The Washington State Commute Trip Reduction (CTR) Law requires employers to work with employees to reduce the number and length of drive-alone commute trips made to the worksite. The city and SDOT support this law and encourage all commuters to use alternatives to driving alone to work. Employees are encouraged to ask their employers to take actions to improve bicycling as a part of their CTR programs, including:
- Provide bicycle parking facilities
- Provide bicycle maps, brochures, and other promotional materials
- Hold a “bicycle commute challenge” for employees who commute the most days by bicycle
- Develop agreements with local bicycle shops to provide reduced price items for companies with CTR programs

**2008 Commute Trip Reduction Plan** - engages major employers in the reduction of employee commute Trips.

**2006 Climate Action Plan** - describes Seattle’s commitment to meet or exceed the Kyoto protocols for reducing greenhouse emissions. Among its top recommendations is a significant expansion of Seattle’s bicycle facilities, including a completed Urban Trails System and regulations or incentives for bicycle parking, lockers, and showers in new development.

The goal of the Seattle Climate Protection Initiative is to reduce greenhouse gases in Seattle by:

- 7% below 1990 levels by 2012
- 30% below 1990 levels by 2024
- 80% below 1990 levels by 2050

### **Puget Sound Regional Council’s Destination 2030**

The proposed project is consistent with these general policies in Puget Sound Regional Council’s Destination 2030 (Adopted May 2001):

Downtown Seattle is a regional designated urban growth center.

RT-8.1 Develop and maintain efficient, balanced, multimodal transportation systems which provide connections between urban centers and link centers with surrounding communities by:

1. Offering a variety of options to single-occupant vehicle travel
2. Facilitating convenient connections and transfers between travel modes
3. Promoting transportation and land use improvements that support localized trip-making between and within communities
4. Supporting the efficient movement of freight and goods

RT-8.2 Promote convenient intermodal connections between all elements of the regional transit system (bus, rail, ferry, air) to achieve a seamless travel network which incorporates easy bike and pedestrian access.

RT-8.3 Maintain and preserve the existing urban and rural transportation systems in a safe and usable state. Give high priority to preservation and rehabilitation projects, which increase effective multimodal and intermodal accessibility, and serve to enhance historic, scenic, recreational and/or cultural resources.

RT-8.14 Emphasize transportation investments that provide alternatives to single-occupant vehicle travel to and within urban centers and along corridors connecting centers.

RT-8.33 Develop a regionally coordinated network of facilities for pedestrians and bicycles which provides effective local mobility, accessibility to transit and ferry services and connections to and between centers.

Destination 2030 Update, April 2007: Investing in Non-motorized Transportation: Priority investments are those that complete the non-motorized system by filling gaps in the existing network, creating connections to, and within, urban centers and developing intermodal connections (p. 43).

**6. Please describe your capacity to manage this grant including the people who would be directly involved in the grant administration and management, your ability to take required trainings and provide quarterly reports to Commerce. This may include a summary of the milestones/critical steps and deadlines outlined in the activity plan. (5 points)**

The applicant is the City of Seattle. If awarded, the City will contract with Commute Seattle to conduct the scope of work described in the Work Plan. The Downtown Transportation Alliance (DTA), an existing partnership between the Downtown Seattle Association, King County Metro, and the City of Seattle, supports Commute Seattle, a transportation resource organization serving downtown commuters, employers and property managers.

Commute Seattle will fulfill the reporting requirements and submit this information to the City of Seattle who will submit quarterly reports to the Department of Commerce. Both City and Commute Seattle staff will be available to take part in any necessary training.

Seattle is a proven manager of federal grant funds. SDOT has been authorized by WSDOT to serve as a Certified Agency (CA) since 1973, allowing it to develop, advertise, award and manage its own projects. SDOT is the oldest and largest CA in the State of Washington. In this capacity, Seattle has directly designed and constructed a number of large capital projects, including the West Seattle Bridge (\$226 million) and Spokane Street Viaduct project (\$181 million).

Seattle has also served as CA for smaller agencies and non-profits, similar to Commute Seattle, assisting them to deliver projects. As a recipient of ARRA funding from a number of federal agencies, Seattle has put together a citywide accountability and reporting structure overseen by the Mayor of Seattle and City Council to assure the proper use of these federal funds.

City of Seattle staff with direct responsibility for administering this grant and reporting progress on the program are:

**Ann Sutphin** Project Manager, Seattle Department of Transportation

**Julie Straub-Barreto** Financial Analyst, Seattle Department of Transportation

**Dorinda Costa** ARRA Grants Oversight, Seattle Department of Transportation

#### 4. WORK PLAN

Provide a work plan showing goals, tasks, and deliverables over the activity period. The activities funded by the EETP program should start no earlier than February 1, 2010 and must be completed no later than April 30, 2012. **(20 points)**

Activity Name:		
Goals, Tasks, Deliverables	Anticipated Start Date	Anticipated Date of Completion
Develop and scope survey requirements	February 2010	April 2010
Identify survey approach and potential delivery partners	February 2010	April 2010
Solicit and inventory bike commuter issues	March 2010	October 2010
Hire and train summer interns	May 2010	May 2010
Field and complete facilities survey	May 2010	September 2010
Compile, merge, and analyze private data with public data	October 2010	November 2010
Report findings, including gap report and recommendations	December 2010	December 2010
Publish bike facilities map to website	December 2010	January 2010
Publish strategic plan for CS bike outreach and encouragement	December 2010	January 2011

#### 5. BUDGET

Fill in the budget below, indicating the anticipated costs, and the funding source for each cost. Costs should be clearly broken out such as staff, consultant costs, goods and services. Committed sources of funding are those in adopted budget, and grants already awarded. **(20 points)**

Funding Source	Source 1	Source 2	Source 3	Total
	EETP Grant	City of Seattle (portion of contribution to DTA)		
Activity Costs (Please break costs out by activity – including salaries, administration, consultant costs, goods and services. Use more sheets if necessary)				
Staffing:				
Director		10,000		10,000
Program Manager		54,000		54,000
Program Coordinator	45,000			45,000
Survey intern	3,000			3,000
Survey intern	3,000			3,000
Operations:				
Assessment creation	6,000			6,000
Assessment distribution	6,000			6,000
Assessment analysis	6,000			6,000
Marketing:				
Data mapping & publishing	2,000			2,000
Issue solicitation	4,000			4,000
Total:	75,000	64,000		139,000

## **6. LETTER OF COMMITMENT**

Attach a letter of commitment to the application from the mayor, city manager, county executive, chair of the county commission, or county administrator indicating support for the work to be done as funded by the grant. If this is a joint application, a letter will be needed from each jurisdiction involved in the grant or a single letter signed by all jurisdictions. The letter of commitment should include a statement indicating that the applicant jurisdiction or jurisdictions understand EECBG funding contract requirements. Letters must be signed by the responsible official(s) – typed signatures will not be accepted.